

# STATE OF THE TRAILS PROGRAM

El Camino Real, Old Spanish, Santa Fe, &  
Trail of Tears National Historic Trails  
and  
Route 66 Preservation Program

National Park Service  
U.S. Department of the  
Interior

National Trails System  
Santa Fe, New Mexico



## National Trails-Santa Fe:

## Who We Are, What We Do



National Trails-Santa Fe (NT-SF) is a National Park Service office that administers the Santa Fe and Trail of Tears National Historic Trails. In partnership with the Bureau of Land Management, we also co-administer the Old Spanish and El Camino Real de Tierra Adentro National Historic Trails. In addition, our staff cares for the Old Santa Fe Trail Building (an historic adobe complex constructed by the Civilian Conservation Corps) and conducts the Route 66 Corridor Preservation Program, which helps preserve historic travel-related buildings and structures along that famous highway.

***Quilt-square logos for Route 66 and trails administered by National Trails-Santa Fe. Old Spanish Trail logo is in development.***

These National Historic Trails and Route 66 cross thousands of miles of federal, state, and private property. Our office works closely with the many public agencies, Indian tribes, non-profit organizations, commercial interests, and individuals who own and care for historic properties along those routes.

In partnership with them, we help to map and mark trails for public use, tell their stories, conduct historic and archeological research, develop visitor services and facilities, and preserve the remaining trail and highway segments, buildings, structures, and sites along those historic routes.

Our partners are the key to our successes. This State of the Trails Program report summarizes what we accomplished together in 2004.

### Our Mission Statement:

*With our partners, we provide leadership for the use, protection, and interpretation of a diverse collection of National Historic Trails and roads, to preserve and commemorate their stories, places, legacies, and values.*

# Milestones, 2004: A Summary

Over the past year, we:

- ✓ Developed and implemented a strategic plan for National Historic Trails in the Intermountain Region.
- ✓ Completed the Comprehensive Management Plan for El Camino Real de Tierra Adentro.
- ✓ Completed the Santa Fe National Historic Trail Strategic Plan.
- ✓ Completed a pre-plan for the Old Spanish Trail Comprehensive Management Plan process.
- ✓ Completed an interpretive plan for the Trail of Tears.
- ✓ Developed alternatives for the draft feasibility study for Long Walk.
- ✓ Held Long Walk significance workshops with the Navajo Nation and Mescalero Apache Tribe.
- ✓ Assisted congressional staffers working on legislation to designate El Camino Real de los Tejas National Historic Trail.
- ✓ Funded 11 trails-related Challenge Cost Share projects for interpretation, research, and resource preservation, in the total amount of \$58,800.
- ✓ Funded 13 Route 66 cost share projects for historic restoration, resource preservation, and oral history, in the total amount of \$121,184.
- ✓ Completed National Register multiple property documentation for the Trail of Tears and Route 66.
- ✓ Listed two properties on the National Register, submitted 24 nominations for review, and initiated research for listing two additional properties.
- ✓ Developed and updated NPS trails websites and began development of a web-based itinerary for Route 66.
- ✓ Scanned, geo-referenced, and digitized all 217 of the 24K quad maps for the Old Spanish Trail.
- ✓ Launched a new signs initiative to improve public recognition of National Historic Trails.
- ✓ Certified seven trails properties.

## Programs and Partnerships

Getting out the word about National Historic Trails was a priority in 2004. To do this, we created brand new NPS websites for El Camino Real and Old Spanish Trail. An “In-Depth” section was added to the Trail of Tears website. We sent out news releases to newspapers and broadcast stations, shipped NPS trails brochures to our partners, and launched a signing initiative to promote public recognition of trails properties across the country.

*Sign in Cherokee syllabary,  
Sequoyah Birthplace Museum,  
Vonore, Tennessee*



Personal contacts with trails partners and potential partners are the focus of our outreach efforts. We made almost 100 on-site visits along the Santa Fe Trail and Trail of Tears to discuss trail issues and projects, and met with several hundred partners and interested individuals at the local, state, and national levels in all trail states. We spoke with historical societies, tribal leaders, museum and interpretive center staff, and local experts along each of our trails. We led tours and went on field trips, attended board and consortium meetings, and presented workshops for our partners. We answered scores of questions from the public, in person and by mail, email, and telephone, assisting with research, providing information, and helping schoolchildren with their projects.

Finally, we worked closely with landowners, property managers, state parks, national parks, universities, and other federal agencies, to mark, interpret, certify, develop, research, and protect trail resources on Route 66 and all four National Historic Trails. These accomplishments are described by trail below.

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## **El Camino Real de Tierra Adentro National Historic Trail**

*El Camino Real de Tierra Adentro National Historic Trail, stretching 404 miles from El Paso, Texas, to San Juan Pueblo, New Mexico, was authorized by Congress in 2000. The historic trail, which extends into Mexico, originally was part of a Pueblo Indian trade route, but later became the primary road from the colonial Spanish capital of Mexico City to three outlying provincial capitals. El Camino Real, co-administered by the National Park Service and the Bureau of Land Management, still is in the early stages of development.*

### **Comprehensive Management Plan**



***El Camino Real***

A Comprehensive Management Plan (CMP) identifies significant trail properties and sets goals for developing and managing National Historic Trail use and resources over the next 10-20 years. The process of developing a CMP typically takes several years of public scoping, consultation, drafting, revision, and review. The CMP process for El Camino Real was concluded in September 2004, when the National Park Service and Bureau of Land Management approved the final plan and issued a record of decision. This achievement marks the first time a national historic trail CMP has been completed jointly by two agencies.

### **Trail Association Activities**

El Camino Real de Tierra Adentro Trail Association (CARTA) is a new partner organization formed by interested individuals who took part in public meetings for the Camino Real CMP. In 2004, our office provided \$10,000 for organizational needs and administrative support to help CARTA begin its work.

The group began its partnership role by hosting a public presentation of trail research and related topics at El Camino Real International Heritage Center and in Socorro, New Mexico. For that event, our office provided \$3,500 in partnership money from our Challenge Cost Share Program (CCSP). We gave CARTA another \$1,000 in CCSP funding to create a photographic collection of El Camino Real sites and resources for publications, exhibits, and other uses. CARTA, the NPS, and the BLM are now planning a workshop for January 2005 to set mutual goals and to coordinate our efforts.

## ***Interpretation & Development***

Interpretation involves telling trail visitors the stories of a trail and of things that happened at particular historic places along the route. We often interpret trail history using wayside exhibits -- signs with text, pictures, and maps-- and displays of relics, equipment, and other historic objects. Exhibits and other kinds of interpretation require careful thought and design. Our staff led a two-day exhibit-planning workshop in Albuquerque last May for El Camino Real International Heritage Center. The workshop was organized in partnership with Joy Poole, executive director of the heritage center. Participant scholars contributed to the center's on-going exhibit planning.



***River bend on El Camino Real***

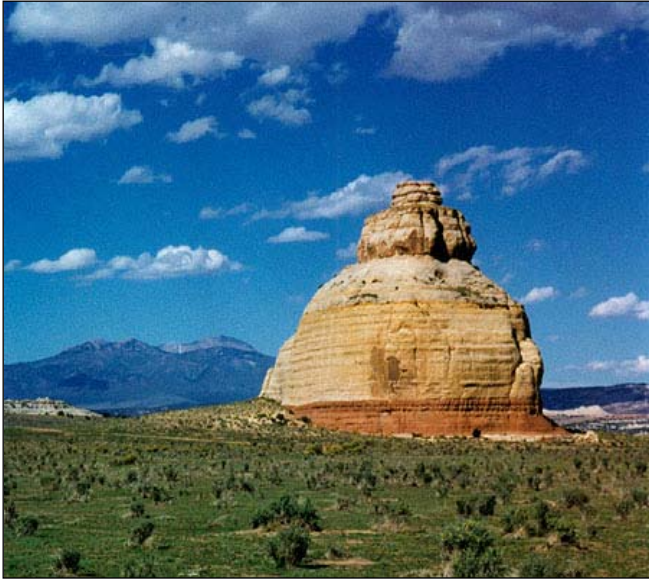
## ***Trail Research***

Our staff last year led three workshops on writing research proposals for the study of cultural communities along El Camino Real. These studies, called ethnographies, are written reports about various ethnic, religious, and other kinds of cultural groups. Trail ethnographies should describe the cultural groups, their customs and values, the local landscape features that are meaningful to them, and the potential effects of trail visitation on their communities. More than 100 people attended the workshops, which were held in El Paso, Texas, and San Juan Pueblo and Las Cruces, New Mexico. Several participants are now preparing research proposals.



## **Old Spanish National Historic Trail**

*The Old Spanish National Historic Trail, which is 2700 miles long and crosses six states, was authorized in December 2002. This trail commemorates the pack trail used by traders to carry merchandise from Santa Fe, New Mexico, to Los Angeles, California. The Bureau of Land Management and the National Park Service will jointly administer the Old Spanish National Historic Trail.*



***Church Rock, on the Old Spanish Trail  
(Old Spanish Trail Association photo)***

## ***Comprehensive Management Planning***

A Comprehensive Management Plan (CMP) identifies significant trail sites and sets goals for managing National Historic Trail use and resources over the next 10-20 years. The process of developing a CMP typically takes several years of public scoping, consultation, drafting, revision, and review. The National Park Service and Bureau of Land Management began a joint planning effort for the Old Spanish Trail CMP in December 2003. Representatives from the Old Spanish Trail Association and BLM and NPS personnel from Washington, state, regional, and local trails offices attended the start-up meeting in Salt Lake City. Together, we formed a core planning team, which met several times over the year to develop the planning process and to divide tasks between agencies. The NPS provided \$25,000 to develop this “pre-plan,” which was approved by officials from both agencies in August. Initial planning continues into 2005.



***Visitor on the Old Spanish Trail  
(Old Spanish Trail Association photo)***

The NPS, BLM, and the Old Spanish Trail Association also are developing a trail logo and other graphics that will help the public recognize trail markers, publications, and other printed materials related to the Old Spanish National Historic Trail.

### ***Trail Association Activities***

Over the past year, our staffers worked closely with the Old Spanish Trail Association (OSTA), our primary non-federal partner in the development of the Old Spanish National Historic Trail. We visited often with the current and past presidents of the OSTA, attended OSTA board meetings, and met with the New Mexico, Nevada, Western Colorado, and Arizona OSTA chapters. We also made numerous presentations to professional and private citizens' groups.

In August 2004, OSTA and the National Park Service signed an agreement to work together on behalf of the trail. As part of that partnership, we will provide \$5,000 annually to help OSTA with programs and activities related to the Old Spanish National Historic Trail.

### ***Tribal Association Activities***

Several American Indian tribes live near and share an interest in the Old Spanish Trail, which was part of a network of aboriginal foot-trails long before Mexican traders began using it for commerce. In 2004, we began to identify tribal contacts to work with us and other partners on trail issues of interest to them. To assist in this effort, Intermountain Region Tribal Liaison Otis Halfmoon joined the Old Spanish Trail CMP team and participated in meetings with the Las Vegas Paiute and OSTA. More tribal consultation and meetings with interest groups are scheduled for 2005 across six states.

### **Santa Fe National Historic Trail**

*Between 1821 and 1880, the Santa Fe Trail was a commercial highway linking Missouri and Santa Fe, New Mexico. It was used by traders, trappers, and travelers, gold-seekers, adventurers, armies, and emigrants. The Santa Fe National Historic Trail was authorized by Congress in 1987.*



***Wagon swales on the combined Santa Fe, California, and Oregon Trail in Kansas City, Missouri***

## ***Trail Association Activities***

The National Trails office increased funding support to the Santa Fe Trail Association (SFTA), our primary non-federal partner, to \$67,000 in 2004. The Santa Fe Trail Association used the increase to hire a new association manager, who will work to strengthen the organization, to support our joint goals for the trail, and to serve as a primary point of contact with our staff for partnership projects. The funding also will support other administrative activities, joint projects, and travel.

Our partnership efforts are guided by the Santa Fe National Historic Trail Strategic Plan, which was finalized in 2004. Together, the NPS and SFTA are taking action on all of the high priority goals identified in the plan. Those goals include preserving and interpreting the trail for visitors, and raising public awareness of the Santa Fe National Historic Trail.

Over the past year, our staffers regularly attended association board meetings and presentations, and met with chapter members and national officers in the field to help with joint projects. We also provided \$5,500 in Challenge Cost Share funding to plan a gathering to present current research on the Santa Fe Trail next September in Kansas.

## ***Interpretation & Development***



***Development at Point of Rocks Ranch, on the Santa Fe National Historic Trail***

Point of Rocks, a privately owned historic site on the Santa Fe National Historic Trail, is ready for visitors, thanks to a five-way partnership guided by our trails office staff. The project closely involved Point of Rocks Ranch owner Faye Gaines, who opened her site to the public and approved several new facilities for visitor comfort and enjoyment. Our personnel worked with her to develop a wayside



exhibit, a site plan, and a shelter design. A crew from Fort Union National Monument poured the concrete shelter foundation, and volunteers from the Corazon de los Caminos Chapter of the Santa Fe Trail Association and Santa Fe's Boy Scout Troop 53 provided labor. The volunteers built a new picnic shelter and parking area, installed a new NPS trail identification sign and outdoor exhibit, and constructed a pedestrian turnstile through a ranch fence. A restroom was provided by the New Mexico Scenic Byway program. The project was funded by the Santa Fe Trail Association and our Challenge Cost Share Program.

\*

We continue to support the Santa Fe Trail Association by funding its workshops to help teachers meet state educational curriculum standards for history. Participating teachers can receive continuing education credit. Three workshops, supported by \$9,300 in Challenge Cost Share funds, were held in 2004, and three more are planned over the coming year.

\*

We gave the Santa Fe Conservation Trust \$3,000 in Challenge Cost Share money to develop easements on three important segments of the Santa Fe Trail in New Mexico. The first is a section of trail southeast of Santa Fe where the U.S. Army made road improvements in 1858. The military's rockwork and some trail ruts still are visible. The second is a length of trail, crossing private land, which potentially could become part of a longer recreational trail between Santa Fe and Pecos National Historical Park. The third possible easement being negotiated could allow development of a hiking trail, called the New Santa Fe Trail, which parallels the Santa Fe National Historic Trail in the Glorieta Pass region.

\*

The NPS trails office provided \$17,600 in Challenge Cost Share money to complete plans for two sections of a trail greenway in Kansas City, Missouri. These sections parallel the combined route of the Santa Fe, Oregon, and California National Historic Trails. The greenway will allow the public to follow the general trail corridor, and will link trail historic sites and interpretive sites along the route.

\*

Our staff, in partnership with the Boggsville Historic Site, the Colorado Historical Society, and the Pioneer Historical Society of Bent County, Colorado, completed an interpretive wayside exhibit for the Boggsville site on the Santa Fe National Historic Trail in Colorado. The illustrated interpretive panel will be installed at the site in 2005. Meanwhile, we continue to work with our partners on additional wayside and interior exhibits at Boggsville, with funding from our Challenge Cost Share Program and the Colorado State Historical Fund.

\*

The City of Santa Fe agreed to work with the Santa Fe Trail Association and this office to complete an exhibit project at the site of Fort Marcy, a Mexican-American War military fort in the city. Planning for the exhibits was completed several years ago. The City of Santa Fe is now contracting for design, construction, and installation.

\*

We continued consulting with the Cave Spring Association to design landscaping and exhibits for a remnant wagon swale known as the 85<sup>th</sup> Street Swale in Kansas City, Missouri. Intact swale remnants are very rare in suburban settings such as this. The association, which purchased the site, has requested NPS help in restoring the property and planning visitor accommodations such as parking, wheelchair accessibility, walkways, and a wayside exhibit.

\*

Planning continues for three interpretive panels to be installed at Cottonwood Crossing in Marion County, Kansas. The Cottonwood Crossing Chapter of the Santa Fe Trail Association has worked with the county to pave a turnout, and chapter members have built a shelter at the site to protect the exhibits. The association has drafted text and illustrations for the wayside exhibit panels, which will be installed in 2005.

\*

Planning began for the first of a series of Santa Fe Trail interpretive projects, where trail orientation and site-specific stories will be available to visitors. The first site selected is the junction of the Santa Fe, Oregon, and California National Historic Trails near Gardner, Kansas. The Missouri River Outfitters Chapter of the Santa Fe Trail Association is the primary partner in this effort. Other partners include the Oregon-California Trails Association, City of Gardner, Kansas Department of Transportation, Johnson County Historical Society, and Kansas State Historical Society, among others.

## ***Signs and Guides***

Our trails office has developed a trail signs program to help members of the public become more aware of National Historic Trails and related sites that they might want to visit. So far, signs with trail names and logos have been developed for a number of sites on the Trail of Tears, and one has been readied for the Santa Fe Trail. Partner associations for both trails have agreed to work with us in developing sign and marking guidelines as part of this program.

Along with this, our partners and we completed a plan to place trail signs along part of the New Mexico Santa Fe Trail Scenic/Historic Byway, which overlaps the Santa Fe National Historic Trail auto tour route. The plan coordinates the signing for the byway with signing for the national historic trail, so that visitors can more easily follow the trail and visit trail sites. The plan will be extended to cover the entire byway in 2005. The Santa Fe Trail Scenic Byway Alliance has applied for funding from the New Mexico Scenic Byway Program to support the project.

## **Trail of Tears National Historic Trail**

*In 1838, the United States government forcibly removed more than 16,000 Cherokee Indian people from their homelands in Tennessee, Alabama, North Carolina, and Georgia, and resettled them in Indian Territory (now Oklahoma). The Trail of Tears National Historic Trail, authorized by Congress in 1987, recognizes the removal of the Cherokee and the paths that 17 Cherokee detachments followed westward. Today the trail encompasses about 2,200 miles of land and water routes, and traverses portions of nine states.*



**Brainerd  
Mission, Tennessee**

### ***Trail Association Activities***

Our National Trails staffers continue to work closely with the Trail of Tears Association (TOTA), one of several important partner groups along the Cherokee removal routes. Over the past year, we met with TOTA board and chapter members, worked with them in planning and property nomination efforts, helped in producing a joint trail newsletter, and assisted in various partnership projects as described below.

In 2004, we renewed our partnership agreement between the National Park Service and the Trail of Tears Association, and raised our funding support of the association to \$65,000. The money helps cover personnel, administration, travel, and joint project costs. We also provided \$12,150 more to cover a 3-month funding lapse between the end of the association's fiscal year in June and the beginning of the federal fiscal year in October.

## ***Interpretation & Development***

Interpretation involves telling trail visitors the stories of a trail and of particular historic places along the route. Coordinating interpretive efforts across the length of a trail requires careful planning. Working together, the Trail of Tears Association, the National Park Service, and other partners completed an interpretive plan for the Trail of Tears National Historic Trail in June 2004. The plan outlines the trail's purpose and significance, trail themes to be interpreted for the public, and mutual goals. The trail partners decided that developing and placing wayside exhibits (signs with information and illustrations) along the trail would be our highest action priority.

\*

We provided \$2,000 in Challenge Cost Share money to complete preparation and installation of six interpretive wayside exhibits along the water route of the Trail of Tears in North Little Rock, Arkansas. Arkansas Heritage Programs also helped fund the project.

\*

We provided \$2,000 in Challenge Cost Share money to TOTA to begin planning, design, fabrication, and installation of interpretive wayside exhibits in Oklahoma. The project will begin this year.

\*

Trail of Tears wayside exhibits for the Tennessee River Museum in Savannah, Tennessee, were completed with technical and monetary support from our office and with assistance from Shiloh National Military Park. The exhibits tell the story of the removal of Cherokee people from their homeland.

\*

Our staff helped conduct Trail of Tears planning workshops to develop trail site master plans for the City of North Little Rock, the Trail of Tears Commemorative Park in Hopkinsville, Kentucky, and Audubon Acres in Chattanooga, Tennessee. We also helped with interpretive planning workshops for the Sequoyah Birthplace Museum in Vonore, Tennessee, and for Lake Dardanelle and Village Creek State Parks in Arkansas.

\*

We met with Harpers Ferry Center (a National Park Service center that assists in the production of interpretive materials) personnel, tribal representatives, and a contractor in September to begin work on a film for the Trail of Tears. That project is underway.

## ***Signs and Guides***

As part of our new signs program, signs with trail names (including the name in Cherokee syllabary) and logos have been developed for a number of sites on the Trail of Tears. The dedication of a new Trail of Tears sign at the John Brown Tavern in Chattanooga received considerable local media attention.

The Trail of Tears Association is also working with us to write signing and trail marking guidelines, and is developing a signing program for removal routes that are not part of the national historic trail.



## ***Trail Research and National Register Work***

A contractor has been selected to research historic structures and the cultural landscape of the privately owned Chieftains Museum/Major Ridge Home in Rome, Georgia. The research will be used by museum and trails office staff to develop an historic structures and cultural landscape report. This report will relate the history of removal-period buildings and structures on the property, and study the historical landscape of the site. Such reports help managers avoid development impacts to important buildings and landscapes.

***Major Ridge Home, Georgia***



\*

The National Register of Historic Places is a listing of properties that are important in national, state, and/or local history, and that retain most of their original appearance and character. Important properties that are historically related to each other, like sites along a trail, can be nominated to the National Register as a group. This multiple-property nomination process begins with background research that identifies the themes, trends, and patterns of history shared by the related properties.

Our office helped contract that initial research for multiple historic properties along the Trail of Tears in 2004. The completed document was reviewed and accepted by the National Register, and several Trail of Tears states have reviewed and accepted it, as well. The document will be used by those signatory states to guide preparation of future Trail of Tears property nominations to the National Register.

\*

We provided \$2,000 in Challenge Cost Share funds to the University of Kentucky to prepare a National Register nomination for the Mantle Rock site in Kentucky. The property, owned by the Nature Conservancy, is on the actual Trail of Tears route, and Cherokee people are known to have camped around the area during removal.

\*

Two Trail of Tears properties in Arkansas -- the Military Road-Cadron Segment and the Fort Smith to Jackson Road-Talbert's Ferry Segments -- were listed on the National Register in 2004. Nominations of these privately owned properties were prepared by the Arkansas Historic Preservation Program, with support from our office. Nominations for another 24 sites were prepared through similar partnerships with other universities along the trail. Those nominations are in review by State Historic Preservation Offices in North Carolina, Georgia, Alabama, Tennessee, Kentucky, Illinois, Missouri, and Oklahoma.

## **Long Walk National Historic Trail Feasibility Study**

*The proposed Long Walk National Historic Trail would cover a series of routes over which the U.S. Army forcibly marched more than 11,000 Navajo people from their aboriginal homelands to the Bosque Redondo reservation at Fort Sumner, beginning in 1863. There, the Navajos shared the reservation with Mescalero Apache people, who had been forcibly relocated from their homeland in 1862.*

One of the first steps toward Congressional authorization of a new National Historic Trail is completing a feasibility study for the trail. National Trails-Santa Fe was assigned to complete such a study for a proposed Long Walk National Historic Trail. We began initial planning for the Long Walk Trail feasibility study late in 2003, and continued the work last year. In 2003-2004, we organized and held more than 25 public meetings across New Mexico and Arizona, including on the Mescalero Apache Reservation in New Mexico and at chapter houses and agency council rooms on the Navajo Reservation in Arizona. Meeting attendance averaged 25 persons, indicating a high level of interest in this study among residents of those rural and often remote areas.

Native people offered their opinions on the proposed establishment of a National Historic Trail commemorating the Long Walk, and many spoke emotionally about what happened during that forced march some 140 years ago. Their questions and comments reflected the particularly sensitive nature of this trail, and emphasized the need for careful consultation throughout the study process.

Over the year, we also held several staff team-meetings to organize, develop, and analyze comments from the public meetings. Based on those comments, we have developed four trail alternatives, which will be outlined in the draft study. Work on the draft is in progress by our own staff and by auxiliary team members from the Navajo Nation and Mescalero Apache Tribe. We continue to meet regularly with representatives from the tribes' historic preservation offices and council members.

## **Site and Segment Certification Program**

*The National Trails System Act authorizes administering agencies to certify non-federal, trail-related properties as part of a National Historic Trail.*

We developed a new brochure on trail site and segment certification, to cultivate greater public awareness of the program and the opportunities it offers. Certification is a formal partnership between a trail property owner or manager and the National Park Service, in which the partners agree to work together to protect the site, tell its story, and share it with visitors. The National Park Service can provide its trail partners with official trail logos, signs, and technical help in planning, interpretation, and many other areas.

In 2004, we certified the seven privately owned properties on the trails we administer through National Trails-Santa Fe. We also developed visitor facilities for a certified partner – a private, working ranch—on the Santa Fe Trail, and developed new signage for another certified partner on the Trail of Tears.

To make certification easier, we have adopted a new, shorter and simpler certification agreement form, which has been well-received by our partners on several National Historic Trails. This new

form, which is considerably more “user friendly” than older versions, has greatly reduced the time needed to reach a signed agreement. In addition, we have designed new certificates and are putting together a new package of materials recognizing our certification partners.

## Challenge Cost Share Program

*The National Park Service Challenge Cost Share Program provides matching funds to non-federal partners for a variety of trails-related projects and studies.*

Fiscal Year 2004 Challenge Cost Share projects are described in detail for each trail in the narrative above. They are summarized in Table 1, below. Information on applying for Challenge Cost Share matching funds for trail-related projects is available on this trail website.

**Table 1. New Challenge Cost Share Projects for FY04 – Santa Fe**

<i>Cooperator</i>	<i>Project Purpose</i>	<i>CCS \$</i>
Santa Fe Trail Association, Larned, Kansas	Plan and present trail symposium in McPherson, Kansas, in Sept. 2005	\$5,500
Santa Fe Trail Association, Larned, Kansas	Map historic route of SAFE using GLO surveys	\$1,600
Santa Fe Conservation Trust	Develop trail easements on Santa Fe Trail	\$3,000
Santa Fe Trail Association, Larned, Kansas	Present three teacher workshops for trail education	\$9,300
3-Trails West, Inc., Kansas City, Missouri	Produce plans for two projects on Kansas City Greenway/pedestrian trail, K.C., Missouri	\$17,600
El Camino Real Trail Association, El Paso, Texas	Organize and host trail symposium in Socorro, New Mexico	\$3,500
El Camino Real Trail Association, El Paso, Texas	Create archive of images of Camino Real trail resources	\$1,000
Chieftains Museum, Rome, Georgia	Prepare Historic Structures Report and Cultural Landscape Report for historic property, Trail of Tears	\$11,300
City of North Little Rock, Arkansas	Prepare Trail of Tears wayside exhibits for North Little Rock, Arkansas	\$2,000
University of Kentucky	Prepare National Register nomination for Mantle Rock, Kentucky, on Trail of Tears	\$2,000
Trail of Tears Association, Little Rock, Arkansas	Prepare Trail of Tears wayside exhibits in Oklahoma	\$2,000
<b>Total:</b>		<b>\$58,800</b>

## Geographic Information System

*GIS is an integral part of trails programming, as its products are used routinely by researchers, National Park Service managers, and others. In the past year, we upgraded our GIS capabilities by preparing a web-based system for uploading Global Positioning System field data collected by trails partners*

This year, our staff Geographic Information Specialist scanned, geo-referenced, and digitized all 217 of the 24K quad maps for the Old Spanish Trail. We are now finalizing the maps.

\*

We continued to work with trail partners to refine maps of the trail and to identify additional routes of the Trail of Tears and Santa Fe Trail. The Santa Fe Trail GIS project was developed with the assistance of 3-Trails West, a Kansas City, Missouri, non-profit organization, and the U.S. Geological Survey. The Santa Fe Trail Association continues to document the historic route of the trail using mid-1800s Government Land Office surveys and other historic resources.

\*

Installation of a new server that meets security and legal specifications has allowed us to make GIS maps for the Trail of Tears available on the Internet for public review and comment. They can be accessed through the National Park Service Trail of Tears web site.

## Resource Advocacy and Protection

*As national policy continues to advocate energy-related development, construction of wells, pipelines, and wind energy devices on or near national historic trails is increasing across plains and mountain states.*

Through the year, our staff responded to environmental assessments of proposed energy developments, cell towers, highway improvements, private construction, and other development activities along the National Historic Trails we administer. When proposed developments of any kind appear to have the possibility of affecting a National Historic Trail, we generally respond with written or verbal requests to consider the historic trail, and we offer suggestions for reducing or avoiding impacts to trail resources. Land managers and property owners, however, make the final decisions.

The Santa Fe Trail Association, the Kansas State Historic Preservation Office, and the Cheyenne Plains Gas Pipeline Company worked cooperatively with our staff to avoid trail impacts from a major gas pipeline that would cross a significant Santa Fe Trail rut segment in Kansas. The Cheyenne Plains representatives agreed to drill under the ruts to avoid causing surface damage, and further offered to purchase a conservation easement for the ruts from the landowner. The pipeline was successfully constructed in September; negotiations concerning the easement continue.

Partnerships, too, are instrumental in our trail preservation efforts. Coordination among our trails office, the Trust for Public Lands, Middle Tennessee State University, the Trail of Tears Association, the Cherokee Nation, local congressional representatives, the Van Buren County Historical Association, and the Huber Corporation helped preserve a Trail of Tears segment in Van Buren County, Tennessee. The property is owned by the Huber Corporation. A draft agreement has been developed by the Trust for Public Lands for Huber to donate the property to the Tennessee State Parks Department for inclusion in the state park system.



# Route 66 Corridor Preservation Program

*Congress created the Route 66 Corridor Preservation Program in 1999 to preserve the rich and diverse heritage resources along 2,400 miles of historic highway. The program provides cost-share grants to help preserve travel-related buildings and structures dating to the route's period of historic significance (1926-1970). It also assists with preservation planning, research, and educational initiatives.*

## Route 66 Cost Share Program

The Route 66 Preservation Program awarded \$121,184 in cost share support to 13 projects in Fiscal Year 2004. Funding requests to the program totaled \$685,799, exceeding requests from previous years. Route 66 cost share projects are summarized in Table 2. Funded projects were:

- *Soulsby Station Restoration.* We awarded \$10,000 in matching funds to the Soulsby Station Society to help complete restoration of the Soulsby Shell Station in Mt. Olive, Illinois. The station's history and architecture are excellent examples of the "mom and pop" enterprises that flourished on Route 66 during its heyday. Built in the 1920s, the station was family-owned and operated until 1991. During that time, it served as a gas station and as a television repair shop. The vintage building is being restored for the enjoyment of the local community and travelers along Route 66. The building recently was listed on the National Register of Historic Places.



*Soulsby Station, Illinois*

**Table 2. New Route 66 Cost Share Projects for FY04**

<i>Cooperator</i>	<i>Project Purpose</i>	<i>CS \$</i>
Soulsby Station Society, Mt. Olive, Illinois	Restoration of vintage gas station	\$10,000
Old Trails Garage, Kingman, Arizona	Roof rehabilitation	\$10,000
Desert Sun Motel, Winslow, Arizona	Roof rehabilitation	\$10,000
Center for Preservation Education and Planning, Los Angeles, California	Comprehensive survey of historic Route 66 properties in California	\$15,000
Atlanta Public Library District & Museum Board, Atlanta, Illinois	Preservation plan for historic Palms Grill Cafe	\$8,000
Northern Arizona University Department of Theatre	Support theatrical production about Route 66	\$1,000
Red Cedar Inn, Pacific, Missouri	Rehabilitation of historic restaurant	\$11,237
Del's Restaurant, Tucumcari, New Mexico	Rehabilitation of vintage neon sign	\$3,385
Lexington Hotel, Gallup, New Mexico	Rehabilitation of windows, awning, and electrical system	\$10,109
New Mexico Route 66 Association & University of New Mexico Department of English	Complete Route 66 oral history project	\$15,900
Owl Courts, Oklahoma City, Oklahoma	Roof rehabilitation	\$9,553
Paul Daniel Marriott & Associates, Washington, D.C.	Develop preservation standards, practices, and protocols for historic roadbed/structures	\$12,000
Sixth Street Chevron	Restoration of vintage gas station	\$5,000
<b>Total:</b>		<b>\$121,184</b>

- *Old Trails Garage Roof Rehabilitation.* Support in the amount of \$10,000 was awarded for the repair or replacement of the roof of the 1915 Old Trails Garage in Kingman, Arizona. The project is part of the owner's long-term goal of restoring the building to its 1920s appearance. The facility originally functioned as a car dealership and repair garage for travelers on the Old Trails Highway and later, Route 66. Its owner has worked in the building since the 1930s, and has owned and operated it as a garage since 1979. The building was listed on the National Register of Historic Places in 1986, as part of the Kingman Historic Commercial District.
- *Desert Sun Motel Roof Rehabilitation.* The private owner of the Desert Sun Motel in Winslow, Arizona, was awarded \$10,000 in matching funds to repair or replace the original shingle roof of the building. The motel has served Route 66 travelers since 1953. The new owner has long-term plans to restore the building as a good example of a "mom and pop" motel.
- *Comprehensive Survey of California Route 66.* Our program provided \$15,000 in matching support to the Center for Preservation Education and Planning in Los Angeles, California, to survey historic Route 66 properties in California. The survey will result in a comprehensive database that will be used in identifying preservation priorities and properties eligible for listing on the National Register of Historic Places.

- *Palms Grill Preservation Plan.* The Atlanta Public Library District & Museum Board received \$8,000 in matching support to complete a preservation plan for the historic Palms Grill Café in Atlanta, Illinois. Constructed in 1867, the building went into service as a café in 1934. It also served as a Greyhound bus stop, furthering the connection of the small town to the larger world. The Atlanta Public Library District & Museum Board plans to restore the building to its 1940s appearance.
- *Live Theatre Tour.* The Northern Arizona University Department of Theatre was awarded \$1,000 in matching funds to help promote and support the touring dramatic production, “Route 66: A Celebration of America’s Main Street.” The production is an educational event that celebrates the experience of travel during the hey-day of Route 66, tells the highway’s story, and examines its historical and cultural significance in American history.
- *Red Cedar Inn Kitchen Rehabilitation.* We provided \$11,237 in matching funds to the private owner of the Red Cedar Inn in Pacific, Missouri, to rehabilitate a commercial kitchen to meet code requirements. The Red Cedar Inn was built in 1934 to take advantage of the business opportunities provided by U.S. 66. The Inn, listed on the National Register in 2003, still is a popular dining spot on the route.
- *Del’s Restaurant Neon Sign Rehabilitation.* Del’s Restaurant in Tucumcari, New Mexico, was awarded \$3,385 in Route 66 cost share funds to rehabilitate its classic neon sign. Project work will include painting the sign and restoring its incandescent and neon lighting. The restaurant was built in the 1950s, and remains a favorite roadhouse of local residents and travelers alike. The sign is particularly notable for the Hereford cow figure that stands on top.
- *Lexington Hotel Rehabilitation.* The owners of the Lexington Hotel in Gallup, New Mexico, received \$10,109 in Route 66 cost share support to rehabilitate the hotel’s windows, main entrance awning, and electrical system. Special features of the 1931 hotel include three Works Progress Administration murals in the hotel lobby. Saved from the wrecking ball by its current owners, the building is being restored while remaining in service as a residential hotel.
- *Route 66 Oral History Project – Phase III.* The New Mexico Route 66 Association, in partnership with the University of New Mexico Department of English, was awarded cost share support in the amount of \$15,900 to complete the final year of a three-year oral history program. During Phase I, workshops were conducted to train attendees in oral history interviews and management. Phases II and III will locate and catalog existing interviews, preserve select endangered interviews, and produce an oral history guide. Researchers also will identify institutions interested in participating in a coordinated system of Route 66 oral history collections.
- *Owl Courts Roof Replacement.* The Owl Courts were built in the early 1930s to serve travelers on the newly designated 1931 Route 66 bypass around Oklahoma City. The complex consisted of a gas station, motel, and café until the 1970s, when the property was converted to apartments. The current owner plans to restore the motel and café to operating condition for the enjoyment of heritage tourists. Cost share funds in the amount of \$9,553 will be used to repair or replace the café and motel roofs.

- *Route 66 Road Preservation Project.* Paul Daniel Marriott & Associates will oversee a pilot project to develop standards, practices, and protocols for preserving historic roadbeds and associated structures along the length of Route 66. Our cost share program contributed \$12,000 toward that project, which will focus on Oklahoma because of the large number of high-integrity highway segments that exist there. The project will focus on 20 road segments and 25 bridges that have been determined eligible for or are listed on the National Register of Historic Places. We expect that the methodologies and protocols developed will be useful in future work in the other seven Route 66 states.
- *Sixth Street Chevron Station Restoration.* The owner of a 1939 Chevron gas station in Amarillo, Texas, received \$5,000 in matching funds to restore the building. Work will include repairs to the roof, exterior walls, and the tin ceiling and neon lighting of the canopy. The station served gas until 1962, when it was converted into an auto body repair shop. Other businesses since have operated from that building. After a long period of vacancy and decay, the property was purchased by the current owner, who has been working to restore it. Located in the heart of a busy commercial district, the restored property will be used as a business office.

In addition to these new projects, an ongoing Route 66 cost share project to restore the 1920s-era Magnolia gas station in Vega, Texas, was completed in 2004. The project had received Route 66 Corridor Preservation matching funds in the amount of \$50,000 in 2002. Work on the building included reconstruction of the canopy, replacement of the doors, windows, and roof, and application of new stucco. All work was planned and carried out according to the Secretary of the Interior's Standards for the Treatment of Historic Properties. Magnolia Station, which has interpretive displays and is open to visitors, was re-dedicated in August.

*Magnolia Station, Texas*



## Public Outreach

Our staffers in the Route 66 Corridor Preservation Program, in cooperation with the National Register of Historic Places, are developing a web-based travel itinerary for Route 66. The itinerary will highlight more than 50 historic Route 66 properties that are listed on the National Register. The website will enable visitors to plan their Route 66 travel around National Register-listed properties, and we anticipate that it will receive nearly 1,000 web-visitors per week. The site will be launched in late 2005 or early 2006. In addition, we published the second issue of *Route 66 Corridor Preservation News* in October 2003. The newsletter is available on the NPS Route 66 website.



## Geographic Information System Inventory Database

Over the past decade, the eight Route 66 states have been working independently and with the Route 66 Corridor Preservation Program to inventory historic properties along the highway. To date, Illinois, Missouri, Kansas, Oklahoma, Texas, and New Mexico have completed their surveys. Arizona has partially completed its survey, and California is now beginning a comprehensive survey of its Route 66 properties. To synthesize and manage this data, a GIS database is being developed, to be made available via the Internet to managers, governments, researchers, the public, and others. The information will include route map data, select property locations with inventory and condition information, photographs, and National Register nomination forms. The database is currently under design development by our GIS specialists and program staff.

## Route 66 Research

A national historic context document has been prepared for Route 66, explaining how the highway is related historically to the greater federal highway system. The research includes an assessment of the national economic, social, and political forces that shaped the history of the highway. The written narrative context will guide preparation of nearly 50 National Register nominations, which will be researched and written over the next two years.

## Old Santa Fe Trail Building

*The Old Santa Fe Trail Building, constructed by the Civilian Conservation Corps, is a National Historic Landmark. Currently, it is occupied by NPS administrative offices.*

An interdisciplinary National Park Service planning team has drafted an agreement to write a long-range interpretive plan for the historic Old Santa Fe Trail Building. Key interested parties, including building neighbors, retired NPS staff, City of Santa Fe, and nearby cultural institutions, will be offered an opportunity to participate as the planning proceeds. Future interpretation and visitor use of the building will be considered.



Old Santa Fe Trail Building

# El Camino Real de los Tejas Authorization

Our staff worked with the Intermountain Region legislative affairs specialist to provide draft NPS testimony about then-pending legislation to designate the El Camino Real de los Tejas National Historic Trail, in Texas. The Senate passed the designation bill on Sept. 15 and the House of Representatives followed on Sept. 28. President George W. Bush signed the legislation (P.L. 108-342) establishing the new National Historic Trail on Oct. 18, 2004.

## Conclusions

In Fiscal 2004, staff at the Santa Fe national trails office strengthened our customer service and partnership efforts and raised public awareness of national historic trails.

To meet our responsibilities to trails resources and the public, we cultivated new and existing partnerships, collaborated with sister agencies, and developed numerous new exhibits, publications, and web sites for trails visitors. To meet our broader professional responsibilities, we routinely contributed to Service-wide discussions of trails issues and participated in a variety of trails-related historical forums.

Over the coming year, we will continue to consolidate our programs, enhance our public service effort, and build a growing constituency for national historic trails.

